

COUNTRY East Germany Approved For Release 2002/07/12 : CIA-RDP80-00810A000600300004-8TOPIC Doeberitz Airfield

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EVALUATION see below

PLACE OBTAINED

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DATE OF CONTENT 21 December 1952 to 18 January 1953

DATE OBTAINED

DATE PREPARED

16 February 1953

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REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE)

REMARKS

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SOURCE

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1. About noon on 29 December 1952, source observed an estimated 60 Il-10s each at the northern and southern edges of Doeberitz airfield. Some of the planes were observed in front of the aircraft revetments. No activities were observed. At 4 p.m. on 31 December, an estimated 60 Il-10s each were again observed at the northern and southern edges of the installation. On 10 January 1953, source observed 4 aircraft in front of the hangars and 8 near the aircraft revetments at the northern edge of the field. Source learned from an airfield employee that some of the aircraft previously stationed in Doeberitz left the field after 6 January 1953.¹
2. On 10 January, source observed four 37-mm AA guns emplaced behind a low earth wall. Two AA guns were seen in a previously observed emplacement. Another six 37-mm AA guns were observed at the southwestern edge of the field.²
3. On 27 December, source observed about 120 air force soldiers loading trucks, aircraft wings, tail units, tires, tools and crates for in-line engines on 15 to 18 boxcars and 30 to 35 flatcars at Dallgow railroad station. The equipment mentioned had been hauled to the station by trucks. These trucks remained in Doeberitz. The loaded train departed at 8:45 p.m. Some officers and EM of the loading detail had come from Richthofen Kaserne. On 29 December, source observed 15 to 18 trucks loaded with furniture, lathes, milling and grinding machines leaving gate No 1 of the Kraftfahr Lehrabteilung Kaserne. This gate had previously always been closed. In front of building No 80, trucks were loaded with kitchen equipment, furniture and foodstuff. On the same day, source observed 350 to 400 soldiers loading about 45 boxcars and 10 flatcars at the ramp on Reichs Strasse. Source learned from an airfield employee that the loading operations were performed by members of Unit Kardov. The destination of the unit was unknown. In mid-December 1952, Major Kardov was allegedly relieved by an unknown officer. Source learned from another German that the pilots connected with Unit Kardov had been given their meals in building No 21 with Unit Kazavitski prior to 3 January.³

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4. At 9:25 a.m. on 21 December 1952, 28 soldiers who wore black-bordered blue epaulets and who carried suitcases left the Richthofen Kaserne at the airfield toward Hindenburg Platz. At 12:20 p.m. they left Hindenburg Platz toward Dyrutz on trucks

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5. Source learned from a German airfield employee that the engine storage in building No 86 at Richthofen Kaserne in Doeberitz was evacuated in mid-December. Soldiers then moved into the house.⁴
6. About 7:45 p.m. on 17 January, source made the following observations at the Luftwaffen Kaserne in Doeberitz:

Numerical Designation of Building	Observations Made
3 and 4	some of the windows were lighted
6 through 13	" " " " " "
19	the building was lighted
20, 28, 29, 32	all windows were lighted
27, 30, 31, 33	no lights were seen
35	some windows of the officers' billets on the western side of the building were lighted
2	the building was lighted
78 through 81	no lights were seen
82	the building was lighted. Thirty soldiers were seen marching from the Kraftfahr Lehranstalt Kaserne to this building
83	no lights were seen
54	" " " "
55	some of the windows were lighted
56	no lights were seen
57	the building was lighted
58	no lights were seen
59	the building was lighted
59a	some of the windows were lighted
60, 61	the buildings were lighted
62	no lights were seen.

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At 7:30 p.m. on the same day, all the buildings on Herolds Platz except for house No 110 were lighted. In December, these buildings except for house No 110 were surrounded by a board fence which had its gate on Garten Strasse. The sentry seen at the guardhouse wore red-bordered black epaulets with artillery insignia. Source believed that building No 110 was outside the fence because it housed the shoemaker and tailor shops and the photographic laboratory, where Germans were still employed. Source believed that the fenced-in area quartered the AAA unit, the guns of which were emplaced at Doeberitz airfield. The commanding officer of this unit was frequently seen in building No 19, the headquarters building of Richthofen Kaserne. A pond about 10 meters square was seen between building No 106 and 108. A varying number of trucks was continuously parked in front of building No 102, 103, and 105.⁶ At 7:45 p.m. on 17 January, all buildings on Hindenburg Platz were lighted. In early December, these buildings were surrounded by a 2-meter board fence which had its gate on Garten Strasse. The sentry seen there wore black-bordered blue epaulets with air force insignia and was armed with a submachine gun.³

7. Gate I of Richthofen Kaserne was almost always closed. It appeared that this gate was used only by vehicles which wanted to proceed to headquarters building No 19. Sentries patrolled the fenced-in area. Gate No II of Richthofen Kaserne was guarded by a sergeant and an EM who wore black-bordered blue epaulets. This gate was used only by personnel that came from Hindenburg-Platz or Herold Platz. A wooden guardhouse was observed at this gate.
8. In mid-January 1953, source learned from German workers that buildings No 27, 30 and 31 of Richthofen Kaserne had quartered elements of a ground organization until the aircraft previously stationed at Doeberitz had left the field. The evacuated buildings were locked.

9. At 8:35 a.m. on 18 January, trucks [redacted] picked up coal at the loading ramp on Reichs Strasse. The loading was performed by 50 soldiers who were supervised by two officers.

10. On 27 December, trucks were being loaded on freight cars at Dallgow railroad station. One of the trucks was loaded by a container 3 meters long and about 120 cm in diameter. There were also 2" tubes on this truck. On the same day, one boxcar loaded with oxygen bottles were dispatched to Cottbus. The consigner was Unit Mikheyov.

11. From 10 a.m. to 2 p.m. on 12 January, there was no flying at the field. No aircraft could be seen on the northern and southern borders of the field because of fog. Six AA guns, 5 of which were canvas-covered, were seen in the southwestern corner of the field. An officer and 20 EM wearing red-bordered black epaulets were standing around the sixth gun. The same observations were made at the AAA emplacement in the northwestern corner of the field. A fan-aerial mounted on a 4-meter pole was seen at the latter emplacement. Near this antenna there was another pole slightly lower on the top of which there was a device possible a small aircraft model. A cable for power current and telephone lines extended to the AA emplacement from the Heer Strasse-Priort road.²

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12. On 12 January, an observation tower was being built in the fenced-in construction site in the northwestern corner of the airfield. A wooden cabin serving as guardhouse was observed at the north side of this area. Soviet soldiers were seen in this building.

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13. On 12 January, the sentry in the southwestern corner of the field between the fence and the western hangar, did not wear black-bordered blue epaulets as previously observed but red-bordered black epaulets. He was armed with a submachine gun. Trucks []

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[] were seen at the field. All drivers wore black-bordered blue epaulets.

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1. [] Comment. Of the two ground attack regiments previously stationed at Doeberitz airfield, one moved about late December 1952 or early January 1953 to Alt-Loennewitz. []

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2. [] Comment. Three AAA batteries each equipped with 6 x 37-mm guns are stationed at the field. The third battery which was not mentioned in the present report is in the southeast corner of the installation. The view of this battery is obstructed and therefore seldom observed. []

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3. [] Comment. According to several sources, the ground organization of one of the ground attack regiments previously stationed in Doeberitz left the field between 26 December 1952 and 1 January 1953. A total of five troop trains was observed. The information contained in the present report indicates that ground organization [] moved to Alt-Loennewitz. For key to the numerical designation of buildings of the barracks installation mentioned, []

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4. [] Comment. It is believed that the engine storage belonged to a technical unit which maintains an engine repair shop in the northeastern corner of Doeberitz airfield. According to available information this [] The evacuation of the engine storage may indicate an intended transfer of the unit.

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5. [] Comment. These observations definitely show that one of the OATBs previously stationed at Doeberitz has been transferred.

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6. [] Comment. According to available information, AAA units stationed at airfields, are subordinate to the air force. However, the soldiers of these AAA units do not wear air force uniforms. Building No 19 houses the headquarters of the ground attack division whose regiments are stationed in Stendal, Doeberitz and Alt-Loennewitz.

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